



City of Toronto  
Community Planning – North York District  
North York Civic Centre  
5100 Yonge Street  
Toronto, ON, M2N 5V7

**Attn: Derrick Wong, RPP**  
**Senior Planner, Community Planning – North York District**

Dear Mr. Wong,

**Re: 48 Grenoble Drive**  
**2<sup>nd</sup> Submission of Zoning By-law Amendment, Site Plan Control, and Rental Housing**  
**Demolition applications**  
**22 127125 NNY 16 OZ, 22 127124 NNY 16 SA, and 22 127161 NNY 16 RH**

Tenblock is pleased to re-submit the enclosed Zoning By-law Amendment, Site Plan Control, and Rental Housing Demolition applications to enable the redevelopment of 48 Grenoble Drive. This revised proposal includes public parkland dedication, privately owned publicly accessible space, a retail space/ bike café, enhanced cycling facilities, and a residential development containing 857 new units (including 1 net new affordable rental unit) and 109 replacement rental units. An initial submission was made to the City on March 21, 2022, with the applications deemed complete as of that day. Comments from various divisions and external agencies were then received. A Preliminary Report (dated May 24, 2022) was considered by North York Community Council on June 28, 2022, and was adopted without amendment. Subsequently, a Community Consultant Meeting was held on January 11, 2023.

Throughout the summer of 2022, several workshops and design meetings took place between the applicant team and City Staff to discuss the proposed development and work toward alignment on site configuration and built form.

The enclosed materials reflect a revised development application, one that responds to reviewer comments, planning constraints and opportunities, and emerging ideas about the potential of the site for current and future residents.

A table comparing the original proposal with the revised proposal can be found below:

	1 <sup>st</sup> Submission (Mar. 2022)	2 <sup>nd</sup> Submission (Feb. 2023)
<b>Building Heights</b>		
<i>West Tower</i>	43 storeys	39 storeys
<i>East Tower</i>	41 storeys	39 storeys
<i>Shared Podium</i>	6 storeys	6 storeys
<b>Tower Floorplates</b>		
<i>West Tower</i>	790 m <sup>2</sup>	790 m <sup>2</sup>
<i>East Tower</i>	790 m <sup>2</sup>	790 m <sup>2</sup>
<b>Residential Units</b>		
<i>Total</i>	993 units	966 units
<i>Rental replacement</i>	109 units (all units replaced)	109 units (all units replaced)
<i>New affordable rental</i>	n/a	1 unit (two-bedroom)
<i>New market units</i>	884 units	856 units
	566 one-bedroom (64%)	543 one-bedroom (63%)
	225 two-bedroom (25%)	217 two-bedroom (25%)
	93 three-bedroom (11%)	96 three-bedroom (11%)
<b>Total Density</b>	10.1 FSI	10.0 FSI
<b>Total Gross Floor Area</b>	67,941 m <sup>2</sup>	67,811 m <sup>2</sup>
<b>Vehicle Parking</b>	522 spaces	202 spaces
<i>Residents</i>	471 spaces (0.47 spaces/unit)	189 spaces (0.20 spaces/unit)
<i>Visitors</i>	51 spaces (0.05 spaces/unit + 2)	11 spaces (0.01 spaces/unit + 2)
<i>Pick-up / drop-off (at-grade)</i>	n/a	2 spaces
<b>Bicycle Parking</b>	1,094 spaces	1,112 spaces
<i>Long-term</i>	894 spaces (0.9 spaces/unit)	918 spaces (0.95 spaces/unit)
<i>Short-term</i>	200 spaces (0.2 spaces/unit)	194 spaces (0.2 spaces/unit)
<b>Loading</b>	1 Type 'G' 1 Type 'C'	1 Type 'G' 1 Type 'C'
<b>Access</b>	3 Lobbies	2 Lobbies
<b>Amenity space</b>	4.0 m <sup>2</sup> /unit	4.1 m <sup>2</sup> /unit
<i>Indoor</i>	2.0 m <sup>2</sup> /unit	2.0 m <sup>2</sup> /unit
<i>Outdoor</i>	2.0 m <sup>2</sup> /unit	2.1 m <sup>2</sup> /unit
<b>Parkland dedication</b>	676 m <sup>2</sup>	676 m <sup>2</sup>
<b>POPS</b>	490 m <sup>2</sup>	540 m <sup>2</sup>



The following provides further detail on the changes to the development application:

- **Site layout:** The existing intersection of Deauville Lane and Grenoble Drive includes a channelized right-turn lane, allowing southbound, right-turning vehicles to bypass the main intersection. This configuration is considered dangerous for pedestrians and cyclists, and devotes an unnecessarily excessive amount of space to asphalt. The City of Toronto has proposed an initiative to regularize the intersection and remove this channelized right-turn lane. Tenblock is in complete support of this project, and as requested included the City's intersection design as part of the 48 Grenoble site plan, extending the landscaping to take advantage of the additional 238 m<sup>2</sup> of public space. This new intersection design relocates the southbound bus stop north of the intersection, with the bus shelter integrated into the landscaping.
- **Building massing:** Responding to City staff feedback, the revised development application maintains two towers, but reduces their heights to 39 storeys each (down from 43 and 41 storeys). In addition, the already generous tower separation distances from the original submission have been increased even further; the towers are separated by 30 m, far exceeding the Tall Building Design Guidelines' standard of 25 m and enhancing privacy and access to light.

Like the first submission, the towers sit upon a shared podium. Unlike the first submission, the podium massing has been changed from an "H" shape to an "n" shape. This revised configuration repositions the at-grade outdoor amenity space at the front of the building, greatly improving access to direct sunlight throughout the year and separating the space from vehicle and loading entrances. The podium has also been pulled back from the northern property line an additional 2.5 m, providing a 7.5 m setback from the adjacent TCH property. The height of the ground floor has been increased to allow for flexibility of use, which also enabled a mezzanine to be incorporated into the building's north and west perimeter.

- **Site circulation, parking and loading:** 48 Grenoble Drive is within walking distance of the Eglinton Crosstown LRT and the future Ontario Line, has a bus stop with frequent service on site, and both adjacent street frontages feature bike lanes. Recognizing the impact of this current and emerging alternative transportation context, vehicular parking has been reduced in this submission. Resident parking has decreased to 189 spaces, while visitor parking has been



provided according to Policy Zone A, with 11 spaces provided. In addition, 2 short-term, pick-up/drop-off spaces have been provided at-grade at the rear of the building to reduce the pressure on the adjacent streets.

The project also includes a variety of elements to support alternative transportation choices. Long-term bike parking is provided at a rate that surpasses the minimum By-law requirement, with 918 spaces included (0.95 spaces/unit). These spaces are found in an enhanced bike parking facility in P1, with shared bike storage rooms, bike repair stations, bike wash stations, lockers, benches, regular bike stackers, a dedicated cargo bike zone, and a spin studio. The facility is accessed through a low angled bike stair/ramp and two dedicated bike elevators, with multiple security checkpoints. Please see *Cycling Facility Concept Design by MJMA* for concept images. Tenblock intends for this facility to provide a far better user experience than typical bike parking 'dungeons', and instead encourage increased bike use for building residents. The design will be further developed as the Site Plan approval process continues. For those who may not own their own bike, the site plan reserves space for an electrified Bike Share station in support of the network expansion throughout Flemingdon Park. Tenblock has already initiated conversations with Toronto Parking Authority to ensure this intention is realized. 48 Grenoble's TDM plan also includes a pre-loaded Presto card for all initial residents. Finally, for those who only occasionally require a vehicle, 4 of the visitor spaces are identified as car share spaces.

- **Building uses:** Previously the project included solely residential uses. While the residential uses remain – at a moderately decreased density – the revised application now includes a 208 m<sup>2</sup> retail space. This space is envisioned as a hybrid retail space with a café and bike shop. Tenblock intends for this space to contribute to local vibrancy – particularly in an apartment neighbourhood with limited integrated retail uses – and help support a cycling culture in the community.
- **Rental replacement:** As in the initial submission, all 109 existing rental units have been replaced in the new development. Unit have been consolidated into the west portion of the podium, and will share a lobby and other communal spaces with market residents in the west tower. Through close collaboration with City of Toronto Housing Planning staff, one net new affordable rental unit has been added to the building. Tenblock will continue to work to expand the number of net new affordable rental units during future design development.



## **SUBMISSION MATERIALS**

In support of the resubmission of the ZBA / SPA / RHD applications for 48 Grenoble Drive, the following materials have been provided:

- Resubmission Form;
- Project Data Sheet;
- Comment Response Matrix, with comments and responses to 1<sup>st</sup> ZBA / SPA / RHD Submission, dated February 8, 2023;
- TGS Version 3 Checklist, dated February 8, 2023;
- Draft Zoning By-law Amendment (569-2013), dated February 8, 2023;
- Planning Addendum Letter, dated February 8, 2023, prepared by Goldberg Group;
- Architectural Drawing Set, dated February 8, 2023, prepared by Diamond Schmitt;
- 3D Massing Model, prepared by Diamond Schmitt;
- Sun Shadow Study, dated February 8, 2023, prepared by Diamond Schmitt;
- Cycling Facility Concept Design, dated February 8, 2023, prepared by MJMA;
- Landscape Drawing Set, dated February 8, 2023, prepared by STUDIO tla;
- Tree Preservation Plan, dated February 8, 2023, prepared by Kuntz Forestry Inc.;
- Pedestrian Level Wind Study, dated February 8, 2023, prepared by SLR;
- Energy Modelling Memo, dated February 8, 2023, prepared by Footprint;
- Transportation Response Memo, dated February 8, prepared by RJ Burnside Inc.;
- Transportation Synchro files, prepared by RJ Burnside Inc.;
- Servicing Report and Stormwater Management Stage 1, dated February 13, 2023, prepared by Lithos;
- Stormwater Management Report Stage 2, dated February 13, 2023, prepared by Lithos;
- Servicing Report Groundwater Summary, dated February 13, 2023, prepared by Lithos;
- Civil Drawing Set, dated February 13, 2023, prepared by Lithos;
- Geotechnical Report Update, February 8, 2023, prepared by Grounded; and
- Hydrogeological Report Update (including Hydrological Review Summary), dated February 3, 2023, prepared by Grounded.



We look forward to reviewing our revised development proposal with you and your colleagues, and are eager to move the application towards a Final Report. Note that a comprehensive comment response matrix to received comments is enclosed with this resubmission for circulation and review. Should you have any further questions, please do not hesitate to contact me.

Sincerely,

**Tenblock**



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